



CITY of PERTH

Lord Mayor and Councillors,

NOTICE IS HEREBY GIVEN that the next meeting of the **Works and Urban Development Committee** will be held in Committee Room 1, Ninth Floor, Council House, 27 St Georges Terrace, Perth on **Tuesday, 10 February 2015 at 5.30pm.**

Yours faithfully

GARY STEVENSON PSM
CHIEF EXECUTIVE OFFICER

5 February 2015

Committee Members:

Members:

Cr Limnios (Presiding Member)
The Lord Mayor
Cr McEvoy

1st Deputy:

Cr Butler

2nd Deputy:

Cr Yong



Please convey apologies to Governance on 9461 3250
or email governance@cityofperth.wa.gov.au

EMERGENCY GUIDE

Council House, 27 St Georges Terrace, Perth



CITY of PERTH

The City of Perth values the health and safety of its employees, tenants, contractors and visitors. The guide is designed for all occupants to be aware of the emergency procedures in place to help make an evacuation of the building safe and easy.

BUILDING ALARMS

Alert Alarm and Evacuation Alarm.

ALERT ALARM

beep beep beep

All Wardens to respond.

Other staff and visitors should remain where they are.

EVACUATION ALARM/PROCEDURES

whoop whoop whoop

On hearing the Evacuation Alarm or on being instructed to evacuate:

1. Move to the floor assembly area as directed by your Warden.
2. People with impaired mobility (those who cannot use the stairs unaided) should report to the Floor Warden who will arrange for their safe evacuation.
3. When instructed to evacuate leave by the emergency exits. **Do not use the lifts.**
4. Remain calm. Move quietly and calmly to the assembly area in **Stirling Gardens** as shown on the map below. Visitors must remain in the company of City of Perth staff members at all times.
5. After hours, evacuate by the nearest emergency exit. **Do not use the lifts.**



EVACUATION ASSEMBLY AREA



Assembly Area

Alternate Assembly Area

WORKS AND URBAN DEVELOPMENT COMMITTEE

Established: 17 May 2005 (Members appointed 22 October 2013)

Members:	1st Deputy:	2nd Deputy:
Cr Limnios (Presiding Member) The Lord Mayor Cr McEvoy	Cr Butler	Cr Yong

Quorum: Two

Expiry: October 2015

TERMS OF REFERENCE: [Adopted OCM 04/06/13]

To oversee and make recommendations to the Council on matters related to:

1. works required to construct, upgrade and maintain streets, footpaths, thoroughfares and other public places, including streetscape upgrades, landscaping initiatives and directional signage and graffiti;
2. design, construction and upgrading of parks, reserves, recreational and civic amenities and facilities and Council owned buildings, excluding Council House, the Perth Town Hall, City of Perth Public Lending Library and the Perth Concert Hall;
3. the façade lighting of buildings;
4. waste management.

This meeting is not open to members of the public

**WORKS AND URBAN DEVELOPMENT
COMMITTEE
10 FEBRUARY 2015**

ORDER OF BUSINESS

- 1. Declaration of Opening**
- 2. Apologies and Members on Leave of Absence**
- 3. Confirmation of Minutes – 20 January 2015**
- 4. Correspondence**
- 5. Disclosure of Members' Interests**
- 6. Reports**
- 7. Motions of which Previous Notice has been Given**
- 8. General Business**
 - 8.1. Responses to General Business from a Previous Meeting**

- 1. East End Two Way Program**

At the Works and Urban Development Committee held on 20 January 2015, Cr McEvoy queried the status on the East End Two Way Program. The Manager City Design advised that he would investigate and provide an update to Cr McEvoy.

- 2. Cleanliness of Northbridge**

At the Works and Urban Development Committee held on 20 January 2015, Cr McEvoy commented on the general uncleanliness of Northbridge, particularly in Lake and James Street, and queried how often the City cleans these areas. The Director City Infrastructure and Enterprises advised that the area is cleaned five nights each week and will provide Cr McEvoy details of the current cleaning regime.

Information was provided to Cr McEvoy by the Director City Infrastructure and Enterprises on 29 January 2015 detailing the City's cleaning regime of Northbridge (TRIM reference 14650/14).

8.2. New General Business

9. Items for Consideration at a Future Meeting

Outstanding Reports:

- City of Perth Laneways Program, Northbridge (Raised 05/11/12, updated by DPD 08/04/13 and 04/11/14)
- Sustainable approach to the refurbishment and presentation of Northbridge – James and Lake Streets (Raised 14/01/14 and updated by DPD 04/11/14)
- Northbridge Piazza Green Wall – Detailed Costings for Enhancement (Raised 18/08/14 and updated by DCI 20/01/15)
- Permanent LED Screens (Raised 23/9/14 and updated 20/01/15)
- Identification and Improvement of “Neglected” Public Realm Spaces (Raised 04/11/14)
- Jacobs Ladder Upgrade and Mount Street Residents Survey (Raised 20/01/15)

10. Closure

INDEX OF REPORTS

Item	Description	Page
1	CYCLE PLAN 2029 – IMPLEMENTATION PROGRAM	1
2	INVESTIGATION OF ALTERNATIVE OPERATING CONFIGURATIONS OF THE CLAUSEBROOK LAKE, EAST PERTH	9
3	TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS	16

ITEM NO: 1

CYCLE PLAN 2029 – IMPLEMENTATION PROGRAM

RECOMMENDATION: (APPROVAL)

That Council:

- 1. receives a progress update on the implementation of the City of Perth Cycle Plan 2029;***
- 2. approves the revised City of Perth Cycle Plan Implementation Program 2014 – 2019; and***
- 3. notes that the estimated spend on cycling infrastructure in 2014/15 within the City of Perth is approximately \$155 per capita, (significantly higher than the national \$5 per capita target set by the Bicycle Network that would demonstrate a meaningful commitment to cycling infrastructure improvements).***

BACKGROUND:

FILE REFERENCE: P1022728
REPORTING OFFICER: Laura Donovan, Active Transport Planner
RESPONSIBLE DIRECTOR: Martin Mileham, Director City Planning and Development
DATE: 19 January 2015
MAP / SCHEDULE: Schedule 1 – Revised Draft Cycle Plan Implementation Program 2014-19
Schedule 2 – Plan showing recently built and proposed cycling infrastructure for 2015.

At its meeting on **9 October 2012** the Council adopted the Perth Cycle Plan 2029 along with the Cycle Plan Implementation Program 2012-17.

Monitoring the progress made towards the Cycle Plan 2029 goals of developing a strategic cycle network and achieving a targeted increase in cycling participation is crucial to ensure the overall vision of a more cycle-friendly Perth is realised.

The purpose of this report is to:

- provide an update on progress on the specific infrastructure projects that were outlined in the first Implementation Program 2012-17;

- present an updated Implementation Program 2014-19 for review and approval by Council.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation	Section 3.53 of the <i>Local Government Act 1995</i>
Integrated Planning and Reporting Framework Implications	Corporate Business Plan Council Four Year Priorities: Getting Around Perth
	S4 Enhanced accessibility in and around the City including parking
	4.1 Advocate and work in partnership with others to provide safe and convenient ways to get around Perth, including cycling, light rail and CAT buses
	S9 Promote and facilitate CBD living

DETAILS:

The Cycle Plan 2029 aims to promote cycling as an everyday safe and convenient transport alternative. The proposed strategic cycle network included in the Cycle Plan 2029 seeks to provide key east – west and north – south links along routes that promote a safe riding environment. The proposed education, training and promotion activities included in the Cycle Plan 2029 seek to encourage specific types of cyclists and potential cyclists to cycle more often for short trips in the city.

The first Implementation Program 2012-17 set out the individual projects to be undertaken within that timeframe utilising both the associated capital and operational budgets in order to achieve the City's goals of developing a strategic cycle network and achieving a targeted increase in cycling participation.

Cycle Plan Implementation Program 2012-17 Review

In accordance with the overall strategy, the City is progressively implementing key east-west and north-south cycle routes in a variety of different treatments with the aim of improving the access to a safe, easy to use, sustainable and active transport choice for city residents and commuters.

Four different classifications of treatment for the strategic cycle network were proposed in the Cycle Plan 2029. These treatments aim to assist with the changing culture of movement in the city which seeks to encourage all modes to slow down and share public space as they enter the city core where the pedestrian density and public life is concentrated. These include:

- *Regional Routes* such as existing Principal Shared Paths (PSP's) that provide connections between major destinations in the wider metropolitan region.
- *City Cycle Routes* which are typified by dedicated cycle lanes that connect to regional routes.

- *Integrated Cycling Routes* which are characterised by slow speed bicycle friendly routes that provide fine grain connectivity to destinations in the central core.
- *Pedestrian Priority Zones* which have significantly restricted vehicle access and accommodate slow speed cycling that recognises the pedestrian dominance of the space.

In order to achieve consistency across the strategic cycle network and legibility for its users the administration has worked in conjunction with Main Roads WA to devise standard design features that are attributed to each of the four classifications of cycle infrastructure. These include:

- *Regional Routes* – use of both Main Roads WA regulatory and City of Perth additional advisory shared signage to reinforce pedestrian priority and behaviour of shared path users.
- *City Cycle Routes* – use of a green surface treatment in designated cycle lanes at potential conflict points with other road users to highlight the presence of cyclists on the carriageway, and priority head start boxes at signalised intersections to allow cyclists to establish themselves at the top of the intersection under a red light scenario and take off ahead of other traffic.
- *Integrated Cycling Routes* – use of white thermoplastic bicycle symbols placed on the centre of the carriageway lane and Main Roads WA advisory ‘Share the Road’ signage mounted on the edge of kerb to increase awareness amongst road users of the presence of cyclists.
- *Pedestrian Priority Zones* – use of City of Perth advisory signage to reinforce pedestrian priority and expectation of slow speed cycling.

Applying these four different treatments and their individual standard design features to the planned strategic cycle network, the following projects have been designed and implemented since adoption of the Cycle Plan 2029:

- **Stirling Street** city cycle route between Roe Street and Newcastle Street.
- **Aberdeen Street** city cycle route improvements at Lake Street intersection.
- **Barrack Street Bridge** regional route between Wellington Street and Roe Street.
- **Wellington Street** pedestrian priority area between George Street and Milligan Street.
- **Mounts Bay Road** regional route between Mill Street and William Street.
- **Mount St Bridge** pedestrian priority zone.
- **Murray Street West Stage 1** city cycle route and integrated cycle route between Elder Street and William Street.
- **Murray Street East Stage 1** city cycle route between Barrack Street and Pier Street.
- **Mill Street** city cycle route between Mounts Bay Road and St Georges Terrace
- **Spring Street** city cycle route between Mounts Bay Road and Mount Street

It is noted that the above cycling infrastructure projects have been completed and represent a total expenditure of \$623,000.

Current Projects

Individual project progress as of **16 January 2015** is summarised below:

Regional Route

- **George Street (\$30,000)**
Regional route between Wellington Street and Malcolm Street. Concept design complete and sent to contractor for pricing. Implementation envisaged April 2015 with completion targeted for May 2015.

City Cycle Route

- **Barrack Street (\$30,000)**
City cycle route between St Georges Terrace and Wellington Street. Detailed design work is progressing. Intention is to implement on road cycle lanes in conjunction with Two Way Traffic Conversion project in 2015/16 financial year.
- **Colin Street (\$70,000)**
City cycle route between Kings Park Road and Arthur Street. Concept design for Murray St / Colin St intersection is progressing. Intention is to implement on road cycle lanes in conjunction with Stage 2 Murray Street Two Way Traffic Conversion project in 2015/16.
- **Harvest Terrace (\$200,000)**
City cycle route between Malcolm Street and Murray Street. Concept design is progressing. Stakeholder consultation on a concept design is envisaged in March with construction anticipated in May 2015.

Integrated Cycle Route

- **Milligan Street (\$5,000)**
Integrated cycle route between Mount Street and Wellington Street. Detailed design is now completed and approval from Main Roads WA has been sought. This project is due to be implemented in conjunction with planned parallel walk improvements at the intersection of St Georges Terrace and will be put on hold until additional funds are made available by State Government under the Parallel Walks Conversion Program.
- **Mercantile Lane / King Street (\$5,000)**
Integrated cycle route between Mounts Bay Road and Wellington Street. Design work due to commence 9 February 2015 and project completion is targeted for May 2015.

- **Mount Street (\$5,000)**
Integrated cycle route between Cliff Street and St Georges Terrace. Design work due to commence 6 April 2015 and project completion is targeted for May 2015.
- **Cliff Street (\$5,000)**
Integrated cycle route between Bellevue Terrace and Kings Park Road. Design work due to commence 6 April 2015 and project completion is targeted for May 2015.

Pedestrian Priority Zones

- **Hay and Murray St Mall (\$50,000)**
Pedestrian priority zones. Concept design is completed. Internal review of proposed amendments to Thoroughfares and Public Places Local Law was recently undertaken by Governance. Envisaged proposed amendments to Local Law will go out for public comment March with construction anticipated in May 2015.

The Western Australian Bicycle Network Plan 2014-31 released in March 2014 is the State Governments contribution towards planning for cycling with the aim of providing a safe, connected and convenient cycle network for the metropolitan region. The plan references the importance of planning and providing funding for central business district cycling projects.

Funding of \$7.5 million has been allocated from the Perth Parking Management Fund for central business district cycling infrastructure implementation within the City of Perth between 2012/13 and 2015/16. State Government funding of the strategic cycle network within the City of Perth aligns with the City's Cycle Plan 2029 which aims to increase the number of people cycling to and from the city by undertaking the construction of a strategic cycle network including:

- a new regional route Roe Street / Railway Parade shared path extension;
- a north-south route along Barrack Street with the introduction of a city cycle route between Riverside Drive and St Georges Terrace in the current 2014/15 financial year.

Revised Cycle Plan Implementation Program 2014-19

Schedule 1 of this report contains a revised draft Cycle Plan Implementation Program 2014-19 which details the priority infrastructure projects to be undertaken by the City of Perth during this timeframe in order to achieve the Cycle Plan 2029 goals. It also provides details of infrastructure projects, their individual treatments and specific costs for projects implemented between 2012 and 2014.

The revised implementation program differs slightly from the initial 2012-17 program as some project programs have been changed. These changes have been due to the necessity to implement strategic cycle links in conjunction with other major capital works projects such as the Two Way Streets and Parallel Walks programs.

Under the revised Cycle Plan Implementation Program 2014-19 city cycle routes which were previously scheduled for implementation in 2013/14 and 2014/15 financial years will now be delivered in 2015/16 financial year on Barrack Street, Colin St and Murray Street under various stages of the Two Way Streets program due to works in Barrack Square and environs in the creation of Elizabeth Quay.

An integrated cycle route on Milligan Street which was scheduled for implementation in the 2013/14 financial year will now be implemented in conjunction with the Parallel Walks program in the 2015/16 financial year subject to State Government funding.

Cycling infrastructure on Kings Park Road was originally beyond the 2012-17 program. A feasibility study to investigate a new route alignment is currently being undertaken and implementation of a regional route on Kings Park Road has now been included in the revised Implementation Program – scheduled for construction in 2015/16 (using Cycle Plan carry forward funding from 2014/15).

FINANCIAL IMPLICATIONS:

There are no financial implications attached to the recommendations of this report.

ACCOUNT NO:	CW0179
BUDGET ITEM:	Bike Plan Implementation
BUDGET PAGE NUMBER:	21
BUDGETED AMOUNT:	\$500,000 (2014/15 financial year)
AMOUNT SPENT TO DATE:	\$157,711
PROPOSED COST:	\$342,289
BALANCE:	\$ 0

All figures quoted in this report are exclusive of GST.

COMMENTS:

Cycling on the Increase

Since the adoption of the Cycle Plan 2029 and associated Implementation Program 2012-17 there has been a marked commitment by the City of Perth towards providing for cycling in the city environment.

Work on creating a strategic cycle network within the city has also translated into an increase in the amount of people choosing to cycle into and around the city. Permanent cordon bicycle counters located on the peripheral shared path network and periodic visual bicycle counts on key east-west and north-south routes demonstrate an overall **6% increase** in the amount of people cycling in the city on both weekdays and weekends between for the first quarter of 2014 in comparison to the first quarter of 2013.

Partnerships

As the capital city of Western Australia the City of Perth is committed to working in partnership with State Government to deliver a safe, easy to use and well-connected cycle network. Informed by the City's Cycle Plan 2029 and State Government's West Australian Bicycle Network Plan design and implementation work is underway on a number of joint initiatives that will have a positive impact upon the city's cycle network, opening up new east-west and north-south cycle routes.

As part of the development of the draft Central Area Transport Plan 2025 the City of Perth and State Government are currently working together to identify strategic cycle network links that are eligible for Perth Parking Management Funding to be implemented in the 2015/16 financial year.

It is recognised that building cycling infrastructure in the core of the capital city is particularly challenging. One of the key lessons learned from the first 2 years of implementation of the program is that the creation of new cycling infrastructure often needs to be programmed to coincide with other projects and existing capital works, for example, two way conversions of Mounts Bay Road and Barrack Street. Maintaining efficient traffic management has a major influence on project planning and requires flexibility and collaboration with other projects and proponents in the public and private sector to ensure that any negative effects of building cycling infrastructure in the centre of the city are minimised.

Projects and Programs

Of the 22 infrastructure projects listed in 2012/13 and 2014/15 financial years in the first Implementation Program 2012 - 2017, approximately 55% of these have been successfully implemented. A further 27% of these projects are due to be delivered prior to the end of the current financial year. 18% have been rescheduled so that the works coincide with other key city projects, two-way streets and Parallel Walk conversions.

The revised draft Implementation Program 2014-19 details the priority infrastructure projects to be undertaken by the City of Perth during this timeframe in order to achieve the Cycle Plan 2029 goals.

Key projects to be undertaken in partnership with the Department of Transport in the current 2014/15 financial year include the implementation of cycle lanes on Barrack Street, between Riverside Drive and St Georges Terrace, and design work for the extension of a shared path on Roe Street, between Fitzgerald Street and Thomas Street.

Expenditure

Funding for city cycle infrastructure comes from two key sources – City of Perth Municipal Funds and the Perth Parking Management Fund.

The City has funded \$623,000 worth of cycling infrastructure since adoption of the Cycle Plan 2029. The City's current 10 Year Financial Plan includes an annual budget consideration of \$500,000 to continue cycling infrastructure improvements.

In addition there is a current commitment of \$7.5 million allocated for improvements to the City of Perth cycle network between 2012 and 2015 from the Perth Parking Management Fund.

Within the current 2014/15 financial year the total expenditure on new bicycle infrastructure within the City of Perth area is estimated at \$3.4 million. \$2.7 million will be funded through the Perth Parking Management Fund and an additional \$700,000 is provided through two City of Perth capital works project budgets.

\$2.4 million dollars from the Perth Parking Management Fund has been allocated to the implementation of new on road cycle lanes along a key north south corridor on Barrack Street between Riverside Drive and St Georges Terrace.

\$300,000 from the Perth Parking Management Fund has been allocated towards the design stage of an extension to a key east west shared path on Roe Street between Fitzgerald Street and Thomas Street.

Taking into account the cumulative projected expenditure of \$3.4 million in the 2014/15 financial year and the estimated residential population of 22,000 people an estimated sum of \$154.55 per capita will be spent on new bicycle infrastructure this financial year.

This far exceeds the \$5 per capita minimum threshold which indicates a council has a meaningful commitment towards building bicycle infrastructure set by Bicycle Network (national bicycle advocacy group who routinely conduct bicycle expenditure investigations on major councils). It also greatly exceeds the projected expenditure of surrounding local authority areas as seen in Table 1 below:

Local Authority	Population	2014/15 Budget	Local Authority Size	Spend Per Capita
Western Australia				
Perth	22,000	\$3.4 million	8.1 km ²	\$155.53
Vincent	36,700	\$2.4 million	10.4 km ²	\$65.40
Subiaco	19,693	\$140,000	7 km ²	\$7

Table 1 - Expenditure comparison per capita with other Local Authority Area



Implementation Program 2014-2019

DRAFT



CITY OF PERTH CYCLE PLAN 2029

Cycle Plan 2029 – Revised Implementation Program 2014 - 2019

Informed by the goals and actions put forth in the City of Perth's Cycle Plan 2029 and initial implementation undertaken between 2012 - 2014 this revised Implementation Program will identify specific infrastructure projects and estimated costs for the current financial year 2014/15 and the preceding four financial years associated with delivering a strategic cycle network and encouraging an increase in cycling participation.

Delivering the Strategic Cycle Network

Goal

- Cyclists of various abilities will have access to an integrated, accessible and safe strategic cycle network

Action

- Create a strategic cycle network to introduce key east-west and north-south routes and implement complementing key infrastructure

Increasing Bicycle Use

Goal

- *The City of Perth will have an informed community that participate in cycling and both acknowledge and appreciate the environmental, economic and social benefits that cycling provides*

Actions

- *Play an active role in the encouragement and promotion of cycling*
- *Provide more education and training for all road users, and increase the viability of cycling to develop an inclusive and vibrant cycling culture*

Infrastructure projects to be included in the first two financial years of this revised implementation program have been selected based on priority and will, where possible, be carried out in conjunction with other major capital works projects in the city during this timeframe.

This revised Implementation Program will also provide a summary of projects that have already been implemented from 2012 to 2014.

Strategic Cycle Network- capital projects delivered 2012 – 2014

To meet the Cycle Plan 2029 goal of creating an integrated, accessible and safe strategic cycle network design and implementation of infrastructure projects in 2012 to 2014 has been focused on the creation of a key east - west route with the installation of a city cycle route along Murray Street east and west. A north - south city cycle route has been created along Stirling Street with design work well underway to connect with Barrack Street, from Riverside Drive To Roe Street providing a safe and dedicated north south corridor for cyclists in the city.

Project	Treatment	Cost
Stirling Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections	\$120,000
Aberdeen Street	City Cycle Route – green surface treatment across Lake Street as part of intersection safety improvements	\$16,000
Barrack Street Bridge	Pedestrian Priority Zone – addition of regulatory and advisory shared path signage and line marking	\$35,000
Wellington Street	Pedestrian Priority Zone – addition of regulatory and advisory shared path signage and line marking	\$35,000
Mounts Bay Road	Regional Route - addition of regulatory and advisory shared path signage and line marking on new shared path link	\$200,000
Mount Street Bridge	Pedestrian Priority Zone – addition of regulatory and advisory shared path signage and line marking	\$35,000
Murray Street West Stage 1	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections	\$90,000
Murray Street East	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections	\$40,000
Mill Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections	\$26,000
Spring Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections	\$26,000
Total Expenditure		\$623,000

Increasing Bicycle Use – operational projects delivered 2012 – 2014

Encouragement and Promotion

- **Bike Week** – numerous successfully attended Bike Week community events
- **Ride2Work** – sponsorship of Bicycling Western Australia event 2012 – 2014 with City of Perth information stalls
- **Workplace Cycle Challenge** – active participation and promotion of challenge to other city workplaces 2012- 2014
- **Santos Great Bike Ride** - active participation and promotion of challenge to other city workplaces 2012- 2014
- **Cycle Plan Webpage** – regular turnover of new content to inform both webpage and voluntary stakeholder consultation list comprising of 3,500 individuals and workplaces
- **Perth Bicycle Network Monitoring and Super Tuesday bicycle counts** – Two new permanent bicycle counters were installed within the City of Perth in 2013 in conjunction with the Department of Transport's Perth Bicycle Network Monitoring scheme. These new count sites at Riverside Drive Shared Path and Aberdeen Street have assisted with the Cycle Plan goal of monitoring an increase in the amount of bicycles entering the city. The eleven permanent count sites have recorded a percentage increase on average 6% on weekdays and weekends between the first quarter of 2013 to 2014. City of Perth continues to be involved in Super Tuesday visual bicycle counts each year and uses the results to compare against the permanent bicycle counter data released by State Government on a quarterly basis, which assists with planning and implementing new cycle routes.

Education and Training

- **Education new infrastructure** – series of City of Perth road safety animations currently being produced
- **Cycle confidence workshops** – approximately 12 confidence workshops held for both public community and City of Perth staff from 2012 - 2014
- **Bicycle maintenance sessions** – monthly bicycle maintenance pop up sessions held for both public community and City of Perth staff to attend

Integrated Transport Programs

- **Cycle audits** – cycle audits undertaken on all major projects with transport implications
- **On street bicycle parking** – approximately 85 new on street bicycle parks have been installed from 2012 to 2014. 5 mobile temporary bicycle parking units created with storage capacity for 50 bicycles.
- **End of Trip** – inventory of all commercial buildings in Perth Parking Management boundary undertaken.

Maintenance Strategy

- **City cycle routes** – In 2012 an agreement was established between City of Perth and Main Roads WA regarding the initial use and ongoing maintenance of green surface treatment on city cycle routes. City of Perth are responsible for the initial cost of installing the surface treatment with ongoing maintenance being the responsibility of Main Roads WA.
- **Reporting issues with the cycle network** – Report from the public regarding issues that require attention are done using the City of Perth's info.city@cityofperth.wa.gov.au address where reports can be logged in the business record keeping system and allocated to the relevant directorate and in turn unit to deal with.

Strategic Cycle Network – projects to be delivered in 2014/15 financial year

Project	Treatment	Estimated Cost
George Street	Regional Route – upgrade of shared path using regulatory and advisory line marking and signage.	\$30,000
Barrack Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections. Design and Approval 2014/15	\$20,000
Colin Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections. Design and Approval 2014/15	\$20,000
Harvest Terrace	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections	\$200,000
Milligan Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit. Design and Approval 2014/15	\$5,000
Mercantile Lane/King Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit	\$20,000
Mount Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit	\$5,000
Cliff Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit	\$5,000
Hay & Murray Malls	Pedestrian Priority Zone – addition of regulatory and advisory shared path signage.	\$50,000
Kings Park Road	Regional Route –feasibility study for new shared path alignment.	\$45,000
Total Projected Expenditure		\$400,000

Strategic Cycle Network – projects to be delivered in 2015/16 financial year

Project	Treatment	Estimated Cost
Barrack Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$200,000
Colin Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$100,000
Milligan Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.	\$50,000
Murray Street West Stage 2	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$50,000
Murray Street West Stage 3	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$100,000
Kings Park Road	Regional Route - addition of regulatory and advisory shared path signage and line marking on new shared path link.	\$100,000
Total Projected Expenditure		\$600,000

Strategic Cycle Network – projects to be delivered in 2016/17 financial year

Project	Treatment	Estimated Cost
Bennett Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$50,000
Kensington Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$50,000
East Parade	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$50,000
Royal Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.	\$25,000
Fielder Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.	\$25,000
Pier Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.	\$25,000
Irwin Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.	\$25,000
Victory Terrace	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.	\$25,000
Trafalgar Bridge	Pedestrian Priority Zone – addition of regulatory and advisory shared path signage and line marking on new bridge surface.	\$50,000
Total Projected Expenditure		\$325,000

Strategic Cycle Network – projects to be delivered in 2017/18 financial year

Project	Treatment
James Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit
Francis Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit
Lake Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.
Milligan Street / Shenton Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit
Parker Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit

Strategic Cycle Network – projects to be delivered in 2018/19 financial year

Project	Treatment
Hay Street West	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit
Murray Street East Stage 2	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit

CYCLING ROUTES



EXISTING CYCLING INFRASTRUCTURE

COMPLETED CYCLING INFRASTRUCTURE

2014

- A. Stirling St [Newcastle St to Roe St]
- B. Wellington St [George St to Milligan St]
- C. Barrack St bridge
- D. Spring St [Mount St to Mounts Bay Rd]
- E. Mill St [St Georges Tce to Mounts Bay Rd]
- F. Mount St bridge
- G. Murray St west [Elder St to William St]
- H. Murray St east [Barrack St to Irwin St]

PLANNED CYCLING INFRASTRUCTURE

2015

- 1. Mounts Bay Rd [Mill St - William St]
- 2. Harvest Tce [Kings Park Rd - Murray St]
- 3. Mercantile Ln
- 4. King St [Wellington - St Georges Tce]
- 5. Barrack St [Wellington St - Riverside Dv]
- 6. Murray St mall
- 7. Hay St mall
- 8. Cliff St
- 9. Mount Street
- 10. George St [upgrade]
- 11. Wellington St [Milligan - William St]
- 12. Colin St
- 13. Murray St [Thomas St - Havelock St]
- 14. Murray St [Havelock St - Elder St]
- 15. Milligan St [Spring St - Wellington St]
- 16. Roe St / Railway Pde [Thomas St - Fitzgerald St]



ITEM NO: 2

INVESTIGATION OF ALTERNATIVE OPERATING CONFIGURATIONS OF THE CLAISEBROOK LAKE, EAST PERTH

RECOMMENDATION: (APPROVAL)

That Council approves the continuation of monitoring water quality and visual amenity of Claisebrook Lake for a further period of 24 months, to determine the need for an alternate configuration.

BACKGROUND:

FILE REFERENCE: P1029173
REPORTING OFFICER: Shelley Smith, Environment Officer - Water features, Lakes and Wetlands, Parks and Landscape Services
RESPONSIBLE DIRECTOR: Doug Forster, Director City Infrastructure and Enterprises
DATE: 19 January 2015
MAP / SCHEDULE: N/A



Figure 1 Locality map - Claisebrook Lake, East Perth

Issues associated with the water quality of Claisebrook Lake have previously been documented in reports to Council, dated 6 December 2011 and 15 May 2012. Claisebrook Lake was constructed in 1995 by the East Perth Redevelopment Authority (EPRA). The lake was primarily constructed to supply irrigation water for

approximately 10 hectares of public open space in East Perth, but is also valued by residents as an ornamental water feature. The main water source for the lake is stormwater which is intercepted from the Claisebrook main drain and passes through a Gross Pollutant Trap before being stored in the lake and cycled through the channels (Figure 2). Since construction, the lake has experienced periodic growth of a native aquatic plant which has, on occasion, been a cause of concern for a limited number of residents who consider the aquatic plants reduce the aesthetic quality of the lake.

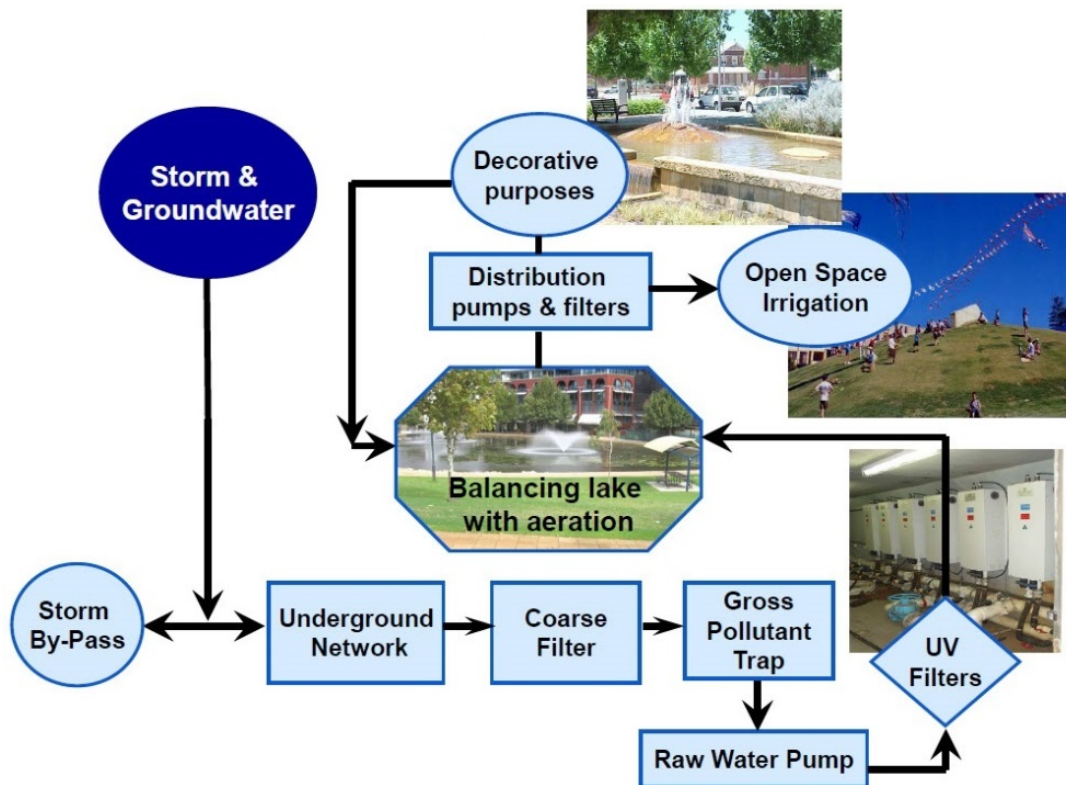


Figure 2 Existing treatment train at Claisebrook Lake, East Perth

At its meeting held on **15 May 2012** it was resolved that Council;

1. *accepts the most suitable tender, being that submitted by GHD, for the provision of consulting and design services to investigate, evaluate and report on the possible treatments for the Claisebrook Lake at a lump sum cost of \$49,930 (excluding GST);*
2. *notes that costs will be incurred for extended water quality testing as part of the investigations and that these costs can be accommodated within the project budget allocation.*

In addition, the City has undertaken several actions to address community concerns, including installation of aeration units and interpretive signage explaining the importance of aquatic plant to water quality and as a natural wildlife habitat which is evidenced by birdlife nesting on and around the lake. In addition, an improved cleaning schedule has been introduced and commenced in September 2014.

It should be noted that aquatic plant growth has not adversely impacted on the appearance of the lake in the last 12 months, and no complaints have been received

during this period. In contrast, community members have demonstrated an interest in the other values of the lake, including its role in providing bird habitat.

As a result of further consideration it is recommended that lake water quality and visual amenity continue to be monitored for a further period of 24 months. If the extended monitoring results indicate that the maintenance and channel cleaning schedule has been effective in maintaining visual amenity, no further action may be necessary.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation

Part 4, *Local Government (Functions and General) Regulations 1996*
Part 5, *Environmental Protection Act 1986*
Part 4, *Swan and Canning Rivers Management Act 2006*
and associated *Swan Canning Water Quality Improvement Plan 2009*

Integrated Planning and Reporting Framework Implications

Corporate Business Plan 2013/14 to 2017/18
Council Four Year Priorities: Living in Perth
S9 Promote and facilitate CBD living
S9.3 Enhance and maintain public spaces and streets to high standards to ensure the city centre is an attractive place for people.

Organisational Development Plan:

N/A

Strategic Community Plan

N/A

Policy

Policy No and Name: 9.7 - Purchasing Policy
15.2 - Protection and Enhancement of Open Space

DETAILS:

GHD have undertaken a comprehensive and extended monitoring program (TRIM 333194/14) to determine baseline lake water quality. Detailed analysis indicated elevated nutrients were the major cause for aquatic plant and algae growth, contributing to poor lake appearance. The main source of nutrient inputs to Claisebrook Lake is identified as carried by stormwater pumped from the Claisebrook drain. Nutrient levels in the Claisebrook drain varied significantly over the monitoring period. The drainage system extends well beyond the City's boundaries; therefore nutrient concentrations are a result of diffuse inputs throughout the catchment area, with no direct source input identified.

Following collation and interpretation of the water quality data, four reconfiguration options have been proposed by GHD (TRIM 333195/14). The aim of each option is to improve lake water quality with the following objectives:

- Maintain the lakes core function as a irrigation water supply for in excess of 10 hectares of public open space in East Perth;
- Reduction in both dissolved and particulate nutrient concentrations;
- Reduction of Total Suspended Solids (TSS) concentration;
- Reduction in aquatic plant growth; and
- Improved water circulation.

All options follow a similar treatment train methodology including the removal of suspended solids, deepening of the lake and the introduction of raingardens and/or wetlands to reduce nutrients entering the lake.

All design options, except for Option Three, retain the ability to incorporate the existing ultraviolet (UV) filtration system. The UV treatment system, which is currently unserviceable, was installed in 1995 as a component of the original EPRA design and was intended to reduce the bacterial content prior to water entering the lake. Water quality monitoring demonstrates that lake microbiological concentrations are classified as suitable for low exposure activities according to the *Recycled Water Guidelines* (DoH 2011); therefore reinstating the UV treatment system is not considered to be a necessary component of the treatment train.

Option One

Stormwater is first diverted through a secondary stormwater treatment device, with the option of reinstating the UV filtration system. Treated water then passes through a landscaped raingarden to the north before entering the lake through a submerged wetland edge. The lake base would be deepened and concrete lined, with pump intake locations repositioned.

Pros: Increased removal of suspended sediment, particulate-bound nutrients and non-nutrient contaminants; dissolved nutrient uptake; increased lake volume for irrigation; decreased lake water temperatures; ease of maintenance for concrete base; increased water circulation; most cost effective option.

Cons: Nutrient uptake of wetland not modelled due to low hydraulic residence time; small raingarden size resulted in lowest overall nutrient uptake efficiency therefore worst performing option.

Option Two

Option Two follows a similar treatment train arrangement to Option One, with the main differences being a gravity fed vegetated swale as opposed to raingarden, and extensive transitional wetland plantings.

Pros: Increased removal of suspended sediment, particulate-bound nutrients and non-nutrient contaminants; dissolved nutrient uptake; increased water circulation; decreased lake water temperatures.

Cons: Extensive wetland plantings reduce lake volume for irrigation significantly; nutrient uptake of wetland not modelled due to low hydraulic residence

time; restricted access to proposed location of secondary stormwater treatment device.

Option Three

Option Three follows a similar treatment train arrangement to the previous options, with the main differences being a new diversion weir structure, an increased area of raingarden incorporated into the existing turfed terraces, and no submerged plantings.

Pros: Increased removal of suspended sediment, particulate-bound nutrients and non-nutrient contaminants; increased lake volume for irrigation; decreased lake water temperatures; ease of maintenance for concrete base; increased water circulation.

Cons: Significant additional infrastructure required; no option for reinstating the UV treatment system; large raingarden area detracts from public open space; decommissioning of existing CDS unit may increase maintenance requirements for secondary treatment device; no mechanisms for dissolved nutrient uptake; most expensive option.

Option Four

Option Four is similar to Option One, with stormwater first diverted through a secondary stormwater treatment device and the option of reinstating the ultraviolet (UV) filtration system. Treated water then passes through a larger area of landscaped raingarden incorporated into the existing turfed terraces, before entering the lake through a submerged wetland edge. The lake base would be deepened and concrete lined, with pump intake locations repositioned.

Pros: Increased removal of suspended sediment, particulate-bound nutrients and non-nutrient contaminants; dissolved nutrient uptake; increased lake volume for irrigation; decreased lake water temperatures; ease of maintenance for concrete base; increased water circulation; optimised raingarden footprint on public open space.

Cons: Nutrient uptake of wetland plantings not able to be modelled due to low hydraulic residence time; second most expensive option; raingarden area detracts from public open space.

Modelling demonstrated that the bulk of nutrient and non-nutrient contaminant removal provided by all four options is derived from the installation of the secondary stormwater treatment device, which captures up to 80% of total suspended solids and up to 30% of total nitrogen and total phosphorus. The raingarden would provide final polishing and uptake of dissolved nutrients, whereas the wetland edge was unable to be modelled due to the low hydraulic residence time.

A comparison of the options is provided in Table 1, including cost.

Table 1 Summary of design configuration options

Option	Cost (\$) excl. GST	Performance
1	\$850,103.93	Lowest performing option due to the smaller raingarden size. Bulk TSS, TN and TP removal by Humeceptor.
2	\$960,273.60	Best performing option due to large raingarden area. Large footprint in public open space. Bulk of TSS, TN and TP removal by Humeceptor.
3	\$1,100,728.20	Second best performing option due to the slightly smaller raingarden than Option 2. Comparable treatment efficiency. Bulk of TSS, TN and TP removal by Humeceptor.
4	\$969,408.00	Raingarden size optimised to provide best TSS reductions. Bulk of TSS, TN and TP removal by Humeceptor.

Alternative proposal

An alternative proposal to the four structural change options above is discussed below.

In January 2014 an Environmental Officer was appointed to Parks and Landscape Services, and has since conducted a thorough review of the maintenance and cleaning operations at the Claisebrook Lake and channels. As a result, an improved cleaning schedule was implemented commencing September 2014, as part of the 2014/15 Operational Budget. The regular, thorough and consistent cleaning of the channel and pond surfaces is anticipated to assist in maintenance of water quality via removal of organic matter which contributes nutrients to the system. The contractor also provides a detailed report on lake condition on a fortnightly basis.

It should be noted that aquatic plant growth has not had an adverse impact on the appearance of the lake over the last 12 months. Indicators of a change in community values for the lake include a demonstrated interest in the role the lake provides as habitat for black swans and other birds, which frequently use the lake for breeding.

As a result of further consideration it will be recommended that lake water quality and visual amenity continue to be monitored for a further period of 24 months after which a report and recommendations will be presented to the Council for consideration of any further action that may be required. If the extended monitoring results indicate that the maintenance and channel cleaning schedule has been effective in maintaining visual amenity, no further action may be necessary. However, if excess aquatic plant growth reoccurs and begins to impact visual amenity on a regular basis, it is likely that a recommendation will be made for the City to implement structural changes.

FINANCIAL IMPLICATIONS:

Minor costs for monitoring are included in the approved operational budget.

COMMENTS:

When constructed in 1995 the water feature was promoted as a “reflection lake” by EPRA as well as having the practical use for irrigation water storage. Given the water source is stormwater which is high in suspended solids, nutrients and discoloured it was most unlikely to appear as a clear, freshwater, ornamental lake. There now appears to be a general public acceptance of the different appearance and the adopted home for birdlife and aquatic animals.

It is recommended that the lake be monitored for a further 2 years and its performance reassessed at that time.

ITEM NO: 3

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS

RECOMMENDATION: (APPROVAL)

That Council accepts the most suitable tender, being that submitted by PaveWA and Access Brick Paving Co., for the maintenance and construction of footpaths and associated works for a period of one year commencing 15 March 2015, with the option to extend for a further three years in accordance with Schedule 3 – Comparative Schedule of Rates - Normal Hours and Schedule 4 – Comparative Schedule of Rates - Outside Normal Hours for the first year with each subsequent year increase based upon the Consumer Price Index for the preceding year.

BACKGROUND:

FILE REFERENCE: P1030997
REPORTING OFFICER: Mel Wilson, Project Officer Works and Services
RESPONSIBLE DIRECTOR: Doug Forster, Director City Infrastructure and Enterprises
DATE: 15 January 2015
MAP / SCHEDULE: Schedule 3 – Comparative Schedule of Rates - Normal Hours
Schedule 4 – Comparative Schedule of Rates - Outside Normal Hours
Schedule 5 – Comparative Schedule of Rates – Additional Costs
Confidential Schedule 6 – Tender Matrix Assessment

Tender 050-14/15 – Maintenance and Construction of Footpaths and Associated Works was advertised in the West Australian on Wednesday, 26 November 2014. Tenders closed at 2.00pm on Thursday, 18 December 2014, with the following tenders received:

- Contraflow Pty Ltd
- MCMLXX Pty Ltd as Trustee for the PaveWA and Access Holdings Family Trust trading as PaveWA and Access Brick Paving Co.
- CQ & JM Dowsing Pty Ltd as Trustee for the Dowsing Family Trust trading as Dowsing Concrete
- BOS Surveying Pty Ltd

- Remote Civils Australia Pty Ltd
- City Brickpaving Pty Ltd
- Civcon Civil & Project Management Pty Ltd

In accordance with the Footpath Asset Management Plan, the City replaces the majority of footpaths at the end of their 30-year useful life. In the Central Business District (CBD) the useful life is reduced to 15 years due primarily to the greater concentration of external activities such as telecommunication repairs and installations, building maintenance and the high volume of foot traffic. On average the City replaces 18,000m² of paving each year with further areas being lifted and relayed for maintenance purposes.

Tenders were called for a single service provider to undertake these works. Tenderers were required to provide two major project teams and two maintenance teams. As such, tenderers were permitted to utilise sub-contractors if and when required.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation *Local Government Act 1995*
Local Government (Functions and General) Regulations
1996

Integrated Planning and Reporting Framework Implications **Corporate Business Plan**
Council Four Year Priorities: Living in Perth
S9 Promote and facilitate CBD living
9.3 Enhance and maintain public spaces and streets to high standards to ensure the city centre is an attractive place for people

Policy
Policy No and Name: 9.7- Purchasing Policy

DETAILS:

Tenderers were required to address the selection criteria in the specification in detail to demonstrate both their experience and ability to install footpath paving and associated works and to submit a Form of Tender that included a Schedule of Rates.

The criteria were:

- Resources – Plant and Equipment
- Resources - Personnel
- Previous Experience
- Safety Management Expertise

The seven submissions were assessed and ranked according to the criteria with particular emphasis on relevant experience and resources, predominantly in respect

to plant, equipment and trained labour. Each submission was assessed individually and ranked in order of merit against the qualitative criteria.

Submissions were ranked as follows:

1. **PaveWA and Access Brick Paving Co**
This company provided a very thorough and informative submission meeting all criteria. The company has substantial experience and are currently one of three service providers to the City for this work type.
2. **City Brickpaving Pty Ltd**
City Brickpaving submitted an informative tender meeting all selection criteria. The company is on the current panel of service providers and has been providing this service to the City for over ten years.
3. **Dowsing Concrete**
Dowsing meets all criteria other than that relating to experience. While this company provides concreting services for footpath construction to numerous local governments the company has very limited experience in the installation of pre-cast pavers as utilised by the City.
4. **BOS Surveying Pty Ltd**
This company submitted a reasonable offer with few deficiencies. While meeting criteria for Resources – Plant and Equipment the company failed to fully meet the balance of requirements.
5. **Contraflow Pty Ltd**
Contraflow failed to meet any criteria satisfactorily with all showing some deficiencies. The company provides re-instatement services to State utilities.
6. **Remote Civils Australia Pty Ltd**
This company provided only limited information in relation to the criteria and therefore failed to meet requirements. The company specialises in concreting and appears to have no experience in relation to the use of pre-cast pavers.
7. **Civcon Civil & Project Management Pty Ltd**
Civcon failed to address the criteria and could not be considered further.

In order to ensure value for money, an analysis of costs using an “actual” project was undertaken. This analysis applied Items 1, 2 and 3 (Monday to Friday) from each tenderers Schedule of Rates as the most commonly used costs for the removal and full replacement of a standard paved footpath. Table 1 (below) provides the comparative figures from each tenderer for the installation of 1,000m² of 400 x 400 exposed aggregate pre-cast concrete slabs and includes removal of the old footpath, preparation works and laying of the new slabs. It does not include the cost of materials as these are normally supplied by the City.

Table 1 – Comparative Costs for 1000m² Standard Paving

Item	Access Brick Paving	City Brickpaving	Dowsing Concrete	BOS Surveying	Contraflow	Remote Civils	Civcon
	Cost/m ²	Cost/m ²	Cost/m ²	Cost/m ²	Cost/m ²	Cost/m ²	Cost/m ²
1	\$40.00	\$43.00	\$44.00	\$75.42	\$68.00	\$13.77	\$41.00
2	\$9.00	\$8.50	\$6.00	\$22.83	\$51.00	\$1.70	\$2.00
3	\$42.00	\$45.00	\$58.00	\$64.38	\$63.00	\$34.00	\$54.00
<i>Sub Total</i>	\$91.00	\$96.50	\$108.00	\$162.63	\$182.00	\$48.77	\$97.00
Total	\$91,000.00	\$96,500.00	\$108,000.00	\$162,630.00	\$182,000.00	\$48,770.000	\$97,000.00

Based on the items listed in Table 1 (above) the City is currently paying between \$50.48 and \$91.37 per m² depending on the service provider. The cheapest of those contracted prices were submitted by Access Brick Paving and, while the City has benefited from those rates over the period of the current contract, these rates have proven unsustainable by the tendering companies as evidenced by the proposed pricing in Table 1 (above) and the attached Schedules.

FINANCIAL IMPLICATIONS:

ACCOUNT NO: Various Operational Accounts
 BUDGET ITEM: Transport – Streets, Roads, Bridges, Depots - Footpaths
 BUDGET PAGE NUMBER: 12
 REV. BUDGETED AMOUNT: \$25,941,670
 AMOUNT SPENT TO DATE: \$11,458,738
 PROPOSED COST: \$ 250,000
 BALANCE: \$14,232,932

ANNUAL MAINTENANCE: N/A
 ESTIMATED WHOLE OF LIFE COST: N/A

ACCOUNT NO: Various Capital Accounts
 BUDGET ITEM: Transport – Streets, Roads, Bridges, Depots – Footpaths Construction – Various Locations
 BUDGET PAGE NUMBER: 19
 REV. BUDGETED AMOUNT: \$24,986,670
 AMOUNT SPENT TO DATE: \$ 6,465,016
 PROPOSED COST: \$ 1,350,000
 BALANCE: \$17,171,654

ANNUAL MAINTENANCE: \$ 190,000
 ESTIMATED WHOLE OF LIFE COST: \$ 5,150,000

All figures quoted in this report are exclusive of GST.

COMMENTS:

As Table 1 highlights, Remote Civils Australia Pty Ltd have provided the cheapest prices of all tenderers. This is consistent for most pricing in the Schedule of Rates. However, the company has limited relevant experience, has not been exposed to working in a city environment and specialises in in-situ concrete laying rather than pre-cast pavers . Based on market rates and known labour costs it is also likely the prices offered are not sustainable.

Both PaveWA and Access Brickpaving Co and City Brickpaving Pty Ltd currently provide paving services to the City presenting a good level of service with excellent finish and aesthetic appeal. Each have provided competitive pricing with PaveWA and Access Brick Paving Co being marginally cheaper. Although only a marginal cost difference per square metre, this variance would be substantial when taken over the life of the Contract and the total square metres likely to be maintained and constructed.

It is therefore recommended that PaveWA and Access Brick Paving Co be appointed for a period of one year commencing 15 March 2015 with the option to extend for a further three years. It is recognised that the successful tenderer will, for some works, utilise qualified sub-contractors known to the City and indicated in the tender submission.

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS
 Schedule X – Comparative Schedule of Rates – Normal Hours

	Description	\$ per	Contraflow Pty Ltd			Access Paving Co.			Dowsing Concrete			BOS Civil			Remote Civils Australia			City Brickpaving Pty Ltd			Civcon Civil & Project Management Pty Ltd		
			Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun
1	Demolition and Initial Preparation - Remove existing paving and base to a minimum 150mm, transport and dispose of waste at Osborne Park Works Depot, transport new base materials to site, lay limestone base course and bedding sand, include all labour and fleet/plant costs.	m ²	68.00	107.00	107.00	40.00	46.00	46.00	44.00	55.50	66.60	75.42	86.73	92.39	13.77	16.80	16.80	43.00	43.00	43.00	41.00	65.00	68.00
2	Final Site Preparation - Regrade sand fill to achieve revised levels to a maximum depth of 40mm including bedding sand, include all labour and fleet/plant costs.	m ²	51.00	81.00	81.00	9.00	10.35	10.35	6.00	7.50	9.00	22.83	26.26	27.97	1.70	2.10	2.10	8.50	8.50	8.50	2.00	3.00	3.13
3	Construction of Precast Concrete Paving - Collect and transport materials from Osborne Park Works Depot, provide forklift on site, lay paving on prepared bed, allow for expansion joints, joint filler as supplied by City, compaction of units, washed concrete surrounds to pits as per Design and Construct Notes 5.7(b) or (c), apply jointing sand, include all labour fleet/plant costs, all cutting of pavers, clean-up and crossover installations.	m ²	63.00	99.00	99.00	42.00	48.30	48.30	58.00	60.00	87.00	64.38	74.03	78.86	34.00	41.50	41.50	45.00	45.00	45.00	54.00	69.00	99.00
4	As in (3) but for clay pavers.	m ²	68.00	106.00	106.00	43.00	49.00	49.00	58.00	60.00	87.00	68.67	78.97	84.12	31.00	37.80	37.80	45.00	45.00	45.00	54.00	69.00	99.00
5	Insitu Concrete Paving - Supply and lay insitu – pre-mixed concrete including all preparation and clean up, include all labour, fleet/plant costs.																						
	75mm thick	m ²	100.00	158.00	158.00	79.00	86.90	86.90	68.00	85.00	102.00	92.25	106.09	113.01	28.45	34.70	34.70	60.00	60.00	60.00	43.00	62.00	64.00
	100mm thick	m ²	115.00	181.00	181.00	90.00	103.50	103.50	71.00	88.75	106.50	93.78	107.85	114.88	32.55	39.70	39.70	70.00	70.00	70.00	47.00	76.00	79.00
	150mm thick	m ²	135.00	213.00	213.00	129.00	141.90	141.90	92.00	115.00	138.00	97.64	112.29	119.61	40.70	49.70	49.70	85.00	85.00	85.00	64.00	105.00	109.00
6	Pram Ramps Demolition - Removal of existing materials to a depth of 200mm, transport of waste to Osborne Park Works Depot, include all labour, fleet/plant costs	m ²	74.00	117.00	117.00	126.50	139.15	139.15	240.00	300.00	360.00	161.54	185.77	197.88	5.60	6.85	6.85	80.00	80.00	80.00	243.00	368.00	386.00
7	Pram Ramps Construction - Supply and install insitu concrete in accordance with Design and Construct Note 5.3 including collection of consumables from Osborne Park Works Depot, transport and installation of tactile pavers, clean-up, include all labour, fleet/plant costs	m ²	145.00	230.00	230.00	270.80	297.88	297.88	260.00	325.00	390.00	614.89	707.13	753.24	82.30	100.40	100.40	180.00	180.00	180.00	518.00	525.00	526.00
8	Paving Lift and Relay - Lift and relay existing paving material, install pit surrounds, remove waste and transport to Osborne Park Works Depot, transport replacement pavers as required to site, apply jointing sand, include all clean-up, labour, fleet/plant costs	m ²	96.00	152.00	152.00	68.50	75.35	75.35	100.00	125.00	150.00	73.87	84.95	90.49	35.10	42.80	42.80	73.00	73.00	73.00	66.00	87.00	128.00

SCHEDULE 3

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS
Schedule X – Comparative Schedule of Rates – Normal Hours

	Description	\$ per	Contraflow Pty Ltd			Access Paving Co.			Dowsing Concrete			BOS Civil			Remote Civils Australia			City Brickpaving Pty Ltd			Civcon Civil & Project Management Pty Ltd		
			Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun
9	Kerbing Lift and Relay – Lift and relay existing precast kerbing to line, transport and dispose of waste material at Osborne Park Works Depot, collect and transport replacement materials as required to site, backfill and reset levels as required or instructed, include all clean-up, labour, fleet/plant costs	Lm	54.00	85.00	85.00	195.00	214.50	214.50	78.00	97.50	117.00	93.00	106.95	113.93	20.38	24.90	24.90	100.00	100.00	100.00	88.00	109.00	172.00
10	Kerbing New – Remove existing kerbing, transport and dispose of waste materials at Osborne Park Works Depot, collect and transport replacement materials, reset levels as required, install new pre-cast kerbing, backfill and reset finished levels as required, include all clean-up, labour, fleet/plant costs.	Lm	74.00	117.00	117.00	137.00	150.70	150.70	78.00	97.50	117.00	114.88	132.12	140.73	27.47	33.50	33.50	110.00	110.00	110.00	94.00	96.00	181.00
11	Day Rate – to be applied to designated maintenance works, all inclusive rate for 8 hours, 2 men, 1 truck, 1 compactor	day	1850.0	2920.0	2920.0	2000.0	2380.0	2380.0	2210.0	2762.5	3315.0	2250.0	2587.5	2756.25	1440.0	1756.8	1756.8	1950.0	1950.0	1950.0	2178.0	3828.0	4064.0
12	Trenching – lifting of paving, hand digging of service trench 300mm wide by a minimum 600mm depth, installation of conduits and pits as directed, reinstatement of paving, collection of materials and disposal of waste at Osborne Park Works Depot, include all clean-up, labour, fleet/plant costs	Lm	135.00	213.00	213.00	95.00	109.25	109.25	175.00	218.75	262.50	78.75	90.56	96.47	42.90	52.30	52.30	90.00	90.00	90.00	153.00	240.00	291.00
13	Tree Grates – Removal of existing materials as required, removal of waste and transport to Osborne Park Works Depot, collection of materials, installation of frames and grates, level reset and reinstatement of surrounding pavement to a maximum of 3m ² , include all clean-up, labour, fleet/plant costs.	each	275.00	435.00	435.00	625.00	687.00	687.00	1100.0	1375.0	1650.0	1249.12	1436.49	1530.17	300.00	366.00	366.00	280.00	280.00	280.00	1079.0	1629.0	1708.0
14	Cutting - Continuous cutting of paving. include all clean-up, labour, fleet/plant costs.	Lm	55.00	87.00	87.00	18.98	21.82	21.82	20.00	25.00	30.00	5.85	6.73	7.17	14.00	17.10	17.10	21.50	21.50	21.50	46.00	54.00	57.00
15	Haunching – provision of materials, installation of concrete base and sides of finished paving edge where there is no solid adjoining finish or as directed by the Superintendent, include all clean-up, labour, fleet/plant costs.	Lm	49.00	75.00	75.00	20.30	23.34	23.34	10.00	12.50	15.00	30.50	35.08	37.36	45.00	54.90	54.90	24.00	24.00	24.00	29.00	35.00	36.00
16	Concrete Crossovers - Supply and lay insitu pre-mixed concrete including all preparation, washed finish and clean up, include all labour, fleet/plant costs.	m ²	168.00	265.00	265.00	155.00	178.00	178.00	120.00	150.00	180.00	192.61	221.50	235.95	55.00	67.10	67.10	150.00	150.00	150.00	108.00	136.00	141.00

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS
Schedule X – Comparative Schedule of Rates – Normal Hours

	Description	\$ per	Contraflow Pty Ltd			Access Paving Co.			Dowsing Concrete			BOS Civil			Remote Civils Australia			City Brickpaving Pty Ltd			Civcon Civil & Project Management Pty Ltd		
			Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun
17	Salvage - under some circumstances the City shall request the salvaging of paving slabs for maintenance purposes. Rate to include the lifting, palleting, loading, transportation to Osborne Park Works Depot and unloading of salvaged materials, include all labour and fleet/plant costs	m ²	53.00	83.00	83.00	25.00	30.00	30.00	40.00	50.00	60.00	15.35	17.65	18.80	16.22	19.80	19.80	9.50	9.50	9.50	24.00	43.00	46.00
18	Limestone blocks – prepare suitable base, supply and lay blocks, finish and clean. Include all labour, fleet/plant costs.																						
	500 x 332 x 165	Lm	70.00	110.00	110.00	89.00	97.90	97.90	90.00	112.50	135.00	140.00	161.00	171.50	82.30	100.41	100.41	105.00	105.00	105.00	79.00	106.00	110.00
	500 x 245 x 165	Lm	70.00	110.00	110.00	85.00	97.75	97.75	90.00	112.50	135.00	137.20	157.78	168.07	80.10	97.70	97.70	105.00	105.00	105.00	74.00	101.00	105.00
	500 x 332 x 100	Lm	70.00	110.00	110.00	80.00	92.00	92.00	90.00	112.50	135.00	134.46	154.62	164.71	81.90	99.90	99.90	105.00	105.00	105.00	73.00	100.00	104.00
	500 x 245 x 100	Lm	70.00	110.00	110.00	70.00	80.00	80.00	90.00	112.50	135.00	131.77	151.53	161.41	78.80	96.15	96.15	105.00	105.00	105.00	73.00	99.00	103.00
	500 x 159 x 100	Lm	70.00	110.00	110.00	70.00	80.00	80.00	90.00	112.50	135.00	129.13	148.50	158.19	76.35	93.15	93.15	105.00	105.00	105.00	69.00	96.00	100.00
	500 x 117 x 100	Lm	70.00	110.00	110.00	60.00	72.00	72.00	90.00	112.50	135.00	126.55	145.53	155.02	73.50	89.67	89.67	105.00	105.00	105.00	65.00	93.00	96.00
19	Provide cost for each item listed. Rates only to be used where not included or are additional to rates provided above.																						
	Supply of labour (per person)	/hour	59.00	94.00	94.00	50.00	70.00	70.00	60.00	75.00	90.00	68.95	79.29	84.46	55.00	67.10	67.10	65.00	65.00	65.00	61.00	104.00	110.00
	Single axle truck	/hour	65.00	65.00	65.00	82.00	82.00	82.00	95.00	118.75	142.50	106.75	122.76	130.77	85.00	103.70	103.70	96.00	96.00	96.00	151.00	198.00	205.00
	Bob cat	/hour	65.00	65.00	65.00	88.00	88.00	88.00	95.00	118.75	142.50	118.50	136.28	145.16	80.00	97.60	97.60	85.00	85.00	85.00	117.00	159.00	166.00
	Forklift	/hour	65.00	65.00	65.00	48.00	48.00	48.00	80.00	100.00	120.00	122.50	140.88	105.06	80.00	97.60	97.60	35.00	35.00	35.00	95.00	100.00	101.00
	Mini excavator	/hour	65.00	65.00	65.00	145.00	145.00	145.00	100.00	125.00	150.00	112.85	127.78	138.24	75.00	91.50	91.50	130.00	130.00	130.00	114.00	160.00	167.00
	High frequency medium compactor	/hour	65.00	65.00	65.00	47.00	47.00	47.00	80.00	100.00	120.00	38.95	44.79	47.71	15.00	15.00	15.00	45.00	45.00	45.00	23.00	70.00	76.00

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS
 Schedule XX – Comparative Schedule of Rates – Outside Normal Hours

	Description	\$ per	Contraflow Pty Ltd			Access Paving Co.			Dowsing Concrete			BOS Civil			Remote Civils Australia			City Brickpaving Pty Ltd			Civcon Civil & Project Management Pty Ltd		
			Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun
1	Demolition and Initial Preparation - Remove existing paving and base to a minimum 150mm, transport and dispose of waste at Osborne Park Works Depot, transport new base materials to site, lay limestone base course and bedding sand, include all labour and fleet/plant costs.	m ²	107.00	107.00	107.00	56.00	61.60	61.60	55.50	66.60	88.80	86.73	99.74	106.24	17.90	21.85	21.85	47.30	47.30	47.30	68.00	68.00	68.00
2	Final Site Preparation - Regrade sand fill to achieve revised levels to a maximum depth of 40mm including bedding sand, include all labour and fleet/plant costs.	m ²	81.00	81.00	81.00	10.80	12.42	12.42	7.50	9.00	12.00	26.26	30.20	32.17	2.21	2.75	2.75	9.35	9.35	9.35	3.00	3.00	3.00
3	Construction of Precast Concrete Paving - Collect and transport materials from Osborne Park Works Depot, provide forklift on site, lay paving on prepared bed, allow for expansion joints, joint filler as supplied by City, compaction of units, washed concrete surrounds to pits as per Design and Construct Notes 5.7(b) or (c), apply jointing sand, include all labour fleet/plant costs, all cutting of pavers, clean-up and crossover installations.	m ²	99.00	99.00	99.00	58.80	64.68	64.68	60.00	87.00	116.00	74.03	85.14	90.69	44.20	53.95	53.95	49.50	49.50	49.50	99.00	99.00	99.00
4	As in (3) but for clay pavers.	m ²	106.00	106.00	106.00	60.20	69.23	69.23	60.00	87.00	116.00	78.97	90.81	96.73	40.30	49.15	49.15	49.50	49.50	49.50	99.00	99.00	99.00
5	Insitu Concrete Paving - Supply and lay insitu – pre-mixed concrete including all preparation and clean up, include all labour, fleet/plant costs.																						
	75mm thick	m ²	158.00	158.00	158.00	110.60	127.19	127.19	85.00	102.00	136.00	106.09	122.00	129.96	36.99	45.10	45.10	66.00	66.00	66.00	64.00	64.00	64.00
	100mm thick	m ²	181.00	181.00	181.00	126.00	144.90	144.90	88.75	106.50	142.00	107.85	124.02	132.11	42.32	51.60	51.60	77.00	77.00	77.00	79.00	79.00	79.00
	150mm thick	m ²	213.00	213.00	213.00	180.60	207.69	207.69	115.00	138.00	184.00	112.29	129.13	137.55	52.90	64.60	64.60	93.50	93.50	93.50	109.00	109.00	109.00
6	Pram Ramps Demolition - Removal of existing materials to a depth of 200mm, transport of waste to Osborne Park Works Depot, include all labour, fleet/plant costs	m ²	117.00	117.00	117.00	177.10	203.66	203.66	300.00	360.00	480.00	185.77	213.63	227.57	7.30	8.90	8.90	88.00	88.00	88.00	386.00	386.00	386.00
7	Pram Ramps Construction - Supply and install insitu concrete in accordance with Design and Construct Note 5.3 including collection of consumables from Osborne Park Works Depot, transport and installation of tactile pavers, clean-up, include all labour, fleet/plant costs	m ²	230.00	230.00	230.00	379.12	417.03	417.03	325.00	390.00	520.00	707.13	813.20	866.23	107.00	130.55	130.55	198.00	198.00	198.00	526.00	526.00	526.00
8	Paving Lift and Relay - Lift and relay existing paving material, install pit surrounds, remove waste and transport to Osborne Park Works Depot, transport replacement pavers as required to site, apply jointing sand, include all clean-up, labour, fleet/plant costs	m ²	152.00	152.00	152.00	75.35	82.88	82.88	125.00	150.00	200.00	84.95	97.69	104.06	45.65	55.65	55.65	80.30	80.30	80.30	128.00	128.00	128.00

SCHEDULE 4

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS
Schedule XX – Comparative Schedule of Rates – Outside Normal Hours

	Description	\$ per	Contraflow Pty Ltd			Access Paving Co.			Dowsing Concrete			BOS Civil			Remote Civils Australia			City Brickpaving Pty Ltd			Civcon Civil & Project Management Pty Ltd		
			Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun
9	Kerbing Lift and Relay – Lift and relay existing precast kerbing to line, transport and dispose of waste material at Osborne Park Works Depot, collect and transport replacement materials as required to site, backfill and reset levels as required or instructed, include all clean-up, labour, fleet/plant costs	Lm	85.00	85.00	85.00	214.50	235.95	235.95	97.50	117.00	156.00	106.95	122.99	131.01	26.50	32.40	32.40	110.00	110.00	110.00	93.00	93.00	93.00
10	Kerbing New – Remove existing kerbing, transport and dispose of waste materials at Osborne Park Works Depot, collect and transport replacement materials, reset levels as required, install new pre-cast kerbing, backfill and reset finished levels as required, include all clean-up, labour, fleet/plant costs.	Lm	117.00	117.00	117.00	164.40	180.64	180.64	97.50	117.00	56.00	132.12	151.93	161.84	35.70	43.55	43.55	121.00	121.00	121.00	181.00	181.00	181.00
11	Day Rate – to be applied to designated maintenance works, all inclusive rate for 8 hours, 2 men, 1 truck, 1 compactor	day	2920.0	2920.0	2920.0	2600.0	2860.0	2860.0	2762.5	3315.0	4420.0	2587.5	2975.63	3169.69	1872.0	2283.85	2283.85	2145.0	2145.0	2145.0	4064.0	4064.0	4064.0
12	Trenching – lifting of paving, hand digging of service trench 300mm wide by a minimum 600mm depth, installation of conduits and pits as directed, reinstatement of paving, collection of materials and disposal of waste at Osborne Park Works Depot, include all clean-up, labour, fleet/plant costs	Lm	213.00	213.00	213.00	109.25	120.17	120.17	218.75	262.50	350.00	90.56	104.15	110.94	55.80	68.00	68.00	99.00	99.00	99.00	291.00	291.00	291.00
13	Tree Grates – Removal of existing materials as required, removal of waste and transport to Osborne Park Works Depot, collection of materials, installation of frames and grates, level reset and reinstatement of surrounding pavement to a maximum of 3m ² , include all clean-up, labour, fleet/plant costs.	each	435.00	435.00	435.00	812.50	934.37	934.37	1375.0	1650.0	2200.0	1436.49	1651.96	1759.70	390.00	475.80	475.80	308.00	308.00	308.00	1708.0	1708.0	1708.0
14	Cutting - Continuous cutting of paving. include all clean-up, labour, fleet/plant costs.	Lm	87.00	87.00	87.00	21.82	24.00	24.00	25.00	30.00	40.00	6.73	7.74	8.24	18.20	22.25	22.25	23.65	23.65	23.65	57.00	57.00	57.00
15	Haunching – provision of materials, installation of concrete base and sides of finished paving edge where there is no solid adjoining finish or as directed by the Superintendent, include all clean-up, labour, fleet/plant costs.	Lm	75.00	75.00	75.00	26.39	28.50	28.50	12.50	15.00	20.00	35.08	40.34	42.97	58.50	71.40	71.40	26.40	26.40	26.40	36.00	36.00	36.00
16	Concrete Crossovers - Supply and lay insitu pre-mixed concrete including all preparation, washed finish and clean up, include all labour, fleet/plant costs.	m ²	265.00	265.00	265.00	217.00	238.00	238.00	150.00	180.00	240.00	221.50	254.73	271.34	71.50	87.25	87.25	165.00	165.00	165.00	141.00	141.00	141.00

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS
Schedule XX – Comparative Schedule of Rates – Outside Normal Hours

	Description	\$ per	Contraflow Pty Ltd			Access Paving Co.			Dowsing Concrete			BOS Civil			Remote Civils Australia			City Brickpaving Pty Ltd			Civcon Civil & Project Management Pty Ltd		
			Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun
17	Salvage - under some circumstances the City shall request the salvaging of paving slabs for maintenance purposes. Rate to include the lifting, palleting, loading, transportation to Osborne Park Works Depot and unloading of salvaged materials, include all labour and fleet/plant costs	m ²	83.00	83.00	83.00	29.00	33.00	33.00	50.00	60.00	80.00	17.65	20.30	21.62	21.10	25.75	25.75	10.45	10.45	10.45	46.00	46.00	46.00
18	Limestone blocks – prepare suitable base, supply and lay blocks, finish and clean. Include all labour, fleet/plant costs.																						
	500 x 332 x 165	Lm	110.00	110.00	110.00	102.35	117.70	117.70	113.00	141.25	188.33	161.00	185.15	197.23	107.00	130.55	130.55	115.50	115.50	115.50	110.00	110.00	110.00
	500 x 245 x 165	Lm	110.00	110.00	110.00	97.75	112.00	112.00	113.00	141.25	188.33	157.78	181.45	193.28	104.15	127.00	127.00	115.50	115.50	115.50	105.00	105.00	105.00
	500 x 332 x 100	Lm	110.00	110.00	110.00	92.00	105.80	105.80	113.00	141.25	188.33	154.62	177.82	189.41	106.50	129.90	129.90	115.50	115.50	115.50	104.00	104.00	104.00
	500 x 245 x 100	Lm	110.00	110.00	110.00	80.50	92.57	92.57	113.00	141.25	188.33	151.53	174.26	185.63	102.45	125.00	125.00	115.50	115.50	115.50	103.00	103.00	103.00
	500 x 159 x 100	Lm	110.00	110.00	110.00	80.50	92.57	92.57	113.00	141.25	188.33	148.50	170.78	181.91	99.30	121.10	121.10	115.50	115.50	115.50	100.00	100.00	100.00
	500 x 117 x 100	Lm	110.00	110.00	110.00	69.00	79.35	79.35	113.00	141.25	188.33	145.53	167.36	178.28	95.55	116.60	116.60	115.50	115.50	115.50	96.00	96.00	96.00
19	Provide cost for each item listed. Rates only to be used where not included or are additional to rates provided above.																						
	Supply of labour (per person)	/hour	94.00	94.00	94.00	70.00	84.00	84.00	75.00	90.00	120.00	79.29	91.19	97.13	71.50	87.25	87.25	71.50	71.50	71.50	-	-	-
	Single axle truck	/hour	65.00	65.00	65.00	82.00	82.00	82.00	118.75	142.50	190.00	122.76	141.18	150.38	110.50	134.80	134.80	105.60	105.60	105.60	-	-	-
	Bob cat	/hour	65.00	65.00	65.00	88.00	88.00	88.00	118.75	142.50	190.00	136.28	156.72	166.94	104.00	126.90	126.90	93.50	93.50	93.50	-	-	-
	Forklift	/hour	65.00	65.00	65.00	48.00	48.00	48.00	100.00	120.00	160.00	140.88	162.01	172.57	104.00	126.90	126.90	38.50	38.50	38.50	-	-	-
	Mini excavator	/hour	65.00	65.00	65.00	167.00	183.00	183.00	125.00	150.00	200.00	129.78	149.24	158.98	97.50	118.95	118.95	143.00	143.00	143.00	-	-	-
	High frequency medium compactor	/hour	65.00	65.00	65.00	47.00	47.00	47.00	100.00	120.00	160.00	44.79	51.51	54.87	19.50	19.50	19.50	49.50	49.50	49.50	-	-	-

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS

Schedule XXX – Comparative Schedule of Rates – Additional Costs

Description	Unit	Contraflow Pty Ltd	Access Paving Co.	Dowsing Concrete	BOS Civil	Remote Civils Australia	City Brickpaving Pty Ltd	Civcon Civil & Project Management Pty Ltd
Concrete Batching Plant Opening Fee – After Hours	Ea.	-	-	-	-	\$3025.00	-	-
After Hours Concrete Supply Surcharge	m ³	-	-	-	-	\$60.50	-	-
After Hours Concrete Supply – Cancellation Fee	m ³	-	-	-	-	\$1850.00	-	-
Lighting Tower	Ea.	-	-	-	-	\$250.00	-	-
Minimum Charge per Visit – Concrete, Limestone Walls and Paving	Ea.	-	-	-	-	\$1200.00	-	-
Lay Granite on Cement Base	m ²	-	-	-	-	-	\$140.00	-
Lay Granite on Sand Base	m ²	-	-	-	-	-	\$110.00	-

SCHEDULE 5

CONFIDENTIAL SCHEDULE 6
ITEM 3 – TENDER 050-14/15 MAINTENANCE AND
CONSTRUCTION OF FOOTPATHS AND ASSOCIATED
WORKS

FOR THE WORKS AND URBAN DEVELOPMENT
COMMITTEE MEETING

10 FEBRUARY 2015

DISTRIBUTED TO ELECTED MEMBERS UNDER
SEPARATE COVER